

Preflight-

A proper preflight was conducted earlier in the day to complete some previous missions given from dispatch. After arriving back in ABQ, I sat down and ate some food while the captain did weather checks, airplane checks, and APG. After eating I then hopped into the aircraft and we began start up and taxi.

Lift to cruise-

The captain was flying this leg so it gave me a chance to review and look over some of the weather that was forecasted to be in HYI during our arrival. Heavy rain and thunderstorms with IFR conditions existed. After reviewing weather, I talked with the captain in regards to how bad the weather was and he said that we have plenty of fuel and if we have to divert then we can do so. During the final stages of cruise before descent, I received the weather (1300' OVC with 10 SM of visibility. Wind was 030 @ 8). We decided to shoot the ILS for better precision and after that decision Paul briefed the approach before descent.

Descent-

During descent we already made the decision to shoot the ILS approach into HYI due to how low it can get us and it being a precision approach. While descending the captain mentioned to me that he wanted standard call outs as well as cardinal directions when I received the runway in sight to help aid him during the approach.

Final Approach to Landing-

Coming into airport vicinity, aircraft at surrounding airports were going missed on the RNAV. We decided to continue on the ILS due to it being a precision approach so we can get lower. It was clear that the weather was worse than predicted so we wanted the best shot we could've gotten to land safely. Coming into land, the captain was moving across the localizer due to the auto pilot not working the way it was supposed to. I told the captain to stop worrying about it and to focus on hand flying the aircraft on the ILS. We were cleared to land by tower and I made a 300' call out and 200' call out, then saw the runway and PAPI light indicators. I called out airport/PAPI's in sight at 12 o'clock, landing assured. The captain didn't say anything so I asked him if he saw the runway to which he says no. I tell him to look down which he did and then saw the runway. After seeing the runway, the captain abruptly chopped the power and descended to land at a rapid pace after touching down we hydroplaned and ran off the end. A go-around should've been initiated but I'm not sure it could've been possible with our sudden attitude change once the captain gained sight of the runway.

Aircraft at Rest-

After the aircraft stopped and the sudden shock of what happened had worn off I then began to get the plane in order. I looked over at Paul and asked him to shut down the engines, he never replied so I told him that I am shutting down the engines. A few moments later he radios to tower and informs them of what just happened. While doing so the captain began to "clean up" the aircraft. I began talking with them and they mentioned we were the second overrun aircraft at HYI and that a King Air had overran the same runway not long before we did. I asked if they knew how or why and they mentioned that the runway we landed on had failed multiple friction tests before we overran.